Purpose

- Maximize preservation and enhancement of the district's outstanding and unique scenic features and resources
- Minimize grading, tree removal, signage and changes to the existing character of roadways and the natural topography,
- Reduce visual intrusions incompatible with the scenic qualities, features and resources
- Design and place buildings and other improvements to preserve, complement, and/or enhance views from scenic byways and roads
- Assure that development is compatible with the scenic resources and intrinsic qualities
- Assure that changes are consistent with the goals, objectives, and management strategies of Corridor Management Plan and Design Guidelines

Recommended Best Practices

1. Preserving Scenic Viewsheds

- a. Multi-point vista controls
- b. Minimum buffer and distance (setback) requirements

2. Regulating Scenic Roadways

- a. Design Review Advisory Committee (DRAC)
- b. Context sensitive design standards for roads, non-road infrastructure, and landscaping

3. Linked View Preservation

a. Environmental protection

- i. Specified and approved plant lists
- ii. Streams, waterbodies and riparian buffers
- b. Signage/billboard regulations
 - i. Sign and billboard restrictions
 - ii. Size, type and quantity restrictions

4. Implementation

- a. Overlay Zoning
- b. Conservation design standards
- c. Protective/Restrictive Easements: scenic views / historic
- d. Planning, review, monitoring, management protocols

Best Practices Not Retained in Overlay Recommendations

Measure	Notes
Greenway and connected open space planning	Address through other planning programs
Establish historic roads classification	Address through other in future measures
Historic environmental settings	Addressed through other measures
Protections against negative or intrusive views	Addressed through other measures
Minimum open space ratios	Addressed through other zoning measures
Transfer / Purchase of Development Rights Program	Limited "sending area" within byway
General (open space) protection goals	Voluntary/nonprofit education programs
Protection of features that contribute to rural character	Voluntary/nonprofit education programs
Open space design standards	Voluntary/nonprofit education programs
Increase 'green' in existing developments	Voluntary/nonprofit education programs
Landscape management	Voluntary/nonprofit education programs

Scenic Byway Overlay District

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Overlay zoning district. A zoning district that provides for specific regulations to be applied to a designated area in combination with the requirements of the underlying or base zoning district.

Sub-district 1

Public road right-of-ways. Jurisdiction of DelDOT Context Sensitive Solutions Manual and Road Design Manual.

Sub-district 2

The "Inner Corridor" within a 200 foot buffer around the roads and within the scenic viewshed. Jurisdiction of New Castle County.

Sub-district 3

The "Outer Corridor" beyond Sub-district 1 within a 1000 foot buffer around the roads and within the viewshed. Jurisdiction of New Castle County.



Scenic byway. A

roadway and its associated scenic land area that is of significant scenic value, such that it has received official designation as a scenic byway from Federal or State authorities

Strategies to Protect and Enhance

Provide Scenic Viewshed Protection

"The first ten percent of development usually destroys fifty percent of the countryside"

> Tony Hiss The Experience of Place

Visibility zones provide the greatest protection to the most visible views.

Employ Conservation Design Principles

The conservation design process maximizes protection of land and environmental resources, preserves open space and greenways, evaluates and maintains site hydrology, and ensures flexibility in development design to meet community needs for complimentary and aesthetically pleasing development.



Standard subdivision design vs conservation subdivision design Image: http://profbruce.tumblr.com/post/103279334024/10-principles-of-conservation-subdivision-design

Middle Ground - greater than 1/2 mile

Context Sensitive Solutions

"A collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions."

 – Results of Joint AASHTO / FHWA Context Sensitive Solutions Strategic Planning Process, Summary Report. March 2007

Intrusion

Not Contextual

Detracts/Diminishes/Destroys

Promote Accents and Minimize Intrusions

Accent Context Sensitive Preserves/Conserves/Enhances





The prioritized steps for compliance are as follows: *1. Full Protection*

- *through Preservation* of identified resources.
- 2. Conservation of identified resources through a positive contribution and/or process.
- 3. Enhancement of identified resources through improvements, repairs, plantings, etc.
- *4. Avoidance* of impacts to identified resources.
- 5. *Minimization* of impacts to identified resources.
- 6. *Mitigation* of impacts to identified resources.



Summary of Standards

1. Building Placement - Buildings are prohibited within the first one hundred feet of the right-of-way of



Process Development Review and Approval



The District Map is included on the Zoning Maps found on-line at New Castle County's Geographical Determine if project falls within the boundaries of the Red Clay Valley Scenic Overlay District. If yes, proceed to Step 2. If no, stop here. The Scenic Overlay District does not apply. Information Systems Map Viewer: http://gis.nccde.org/gis_viewer/



--For Major and Minor Land Development or Subdivision Applications, and any Sign Permits, compliance with the Scenic Overlay District is REQUIRED...proceed to Step 3. --For all other applications under the jurisdiction of New Castle County, compliance with the Overlay District is OPTIONAL or VOLUNTARY. The owner/applicant may choose to proceed to Step 3. --For work within the Right-of-Way, or work affecting elements under the jurisdiction of DelDOT and with DelDOT's Context Sensitive Solutions for Delaware Byways and the general guideance in these that are not subject to review by New Castle County, compliance with the Scenic Overlay District is NOT REQUIRED, however, review and approval of projects of this nature are subject to compliance Design Guidelines. ... proceed to Step 4. --For all other projects and activities, the Red Clay Valley Scenic Byway Overlay District does not apply.



and objectives of the Corridor Management Plan, and these Design Guidelines. As a part of the design strategy, demonstrate conformance with the three primary objectives of the Scenic Overlay District. Where full compliance cannot be achieved, provide Avoidance, Minimization and Mitigation strate-New Castle County (NCC) standards (including those for the Pre-Application Sketch Plan), the goals Begin the project design process by mapping existing features and designing in conformance with gies consistent with the Byway's goals.

Primary Objectives:



rows, stone walls, etc., see UDC Sec. 40.31.112.C.9. Also refer to the Corridor Management Plan goals, enhancement of scenic and natural qualities of the Byway such as scenic road viewsheds, hedge The Scenic Overlay District requires emphasis on Conservation Design and the protection and objectives and context sensitive design solutions (Appendix 5) and these Design Guidelines for appropriate protection and conservation design strategies. Proceed to Step 4.



Pre-Application Sketch Plan

All applications requiring Scenic Overlay District compliance, as outlined in Step 2 above, must submit a Pre-Application ments. This submission should include a Natural Resources Management Plan and a Site Analysis Plan pursuant to Appendix 1(3)(K)and (L). See UDC Sec. 40.33.300 for defini-Sketch Plan. See UDC Appendix 1 for submission requiretions and general descriptions of these elements.



specified timeframe upon which to act on the application, as for review, comment and recommendation. The DRAC has a Review Advisory Committee (DRAC) from the DRAC, the New Castle County will the process the specified in the UDC. Upon receiving a recommendation application.



Development Coordination.

DelDOT for review and permitting. When preparing plans, an applicant is referred to Appendix 5 of the that are within the road right-of-way or affect the Byway Corridor Management Plan, DelDOT's Context Sensitive Solutions for Delaware Byways' All applications within the Scenic Overlay District scenic roadway system must also be referred to these Design Guidelines, and standard DelDOT design criteria.



For DelDOT projects, the department will coordinate with New Castle County and may send a review copy to the DRAC for comment.

As provided in the DelDOT design manual, proceed to additional steps in the DelDOT development review process.

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As provided in the UDC, proceed to additional steps in the development review process as required by the application type.